ADVANCE ADAPTERS INC.

P.O. Box 247, 4320 Aerotech Center Way
Paso Robles, CA 93447
Telephone: **(800) 350-2223** Fax: **(805) 238-4201**

P/N: 50-3032

New Item: (01-02)

Page Rev. Date: 04-14-09

DANA 300 T/C
32 SPLINE OUTPUT

KIT CONSISTS OF:

No.	Qty	Part No.	Description
1.	1	300473	SEAL, 32 SPL. FRONT NON-CV ***(Installed by AA)***
2.	1	300474	REAR YOKE RUBBER WASHER
3.	1	300476	REAR YOKE NUT
4.	1	300491	REAR YOKE END PLAY SHIM *(3 sizes)* ***(Installed by AA)***
5.	1	300513	BEARING, REAR OUTPUT FRONT ***(Installed by AA)***
6.	1	300515	CAGED NEEDLE BEARING ***(Installed by AA)***
7.	1	300625	SPEEDO RING GEAR
8.	1	300627	CIRCLIP, SPEEDO RING GEAR
9.	1	300630	O-RING FOR SPEEDOMETER
10.	1	300922	BREATHER, BRASS ELBOW
11.	1	51-3000	CASTING ***(Installed by AA)***
12.	1	52-3000	SHAFT ***(Installed by AA)***
13.	1	716295	NON-C.V. YOKE FOR DANA 300 *(1310)*
14.	1	716296	THRUST WASHER FOR DANA 300 ***(Installed by AA)***
15.	1	716303	TAPPERED BEARING ***(Installed by AA)***
16.	5	723730	S.H.C.S. 3/8"-16 x 1-1/4"

SPECIAL NOTE:
This kit will not work with the short version tailhousing of the Dana 300. The short style tailhousing measures approximately 3.5", and requires kit # 50-3034

NOTE: This kit is 1/2" longer than stock.

A 1350 Non CV yoke can be used in this kit by substituting P/N 300472 (1350) for P/N 716295 (1310).

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DISASSEMBLY INSTRUCTIONS:

1. Remove the transfer case from your vehicle.
2. Remove the bottom access cover of the Dana 300.
3. Remove the rear yoke.
4. Remove the front index retainer, gear, and input shaft of the Dana 300.

5. Unbolt and remove the tailhousing. With this removed, you should have the output shaft exposed with the tapered bearing still on the output shaft. This bearing is a tough one to remove. The best way to remove it is by using a bearing puller. Once the bearing is removed, the stock output shaft can be taken out through the front of the transfer case.

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ASSEMBLY INSTRUCTIONS:

1. Remove the new shaft from our tailhousing assembly. Be sure to retain the shim race to set the proper end play. The pocket bearing should be checked on our new shaft to verify that it has been installed.

2. Install the shaft through the front of the transfer case, through the slider hub, and onto the stock gear. You should make sure you lube the surface between the gear and shaft. Install the modified thrust washer onto the output shaft. This thrust washer is required to obtain proper gear and slider alignment with the other components in the transfer case.

3. Once the gear, shaft, and thrust washer are in place, install the tapered bearing onto the shaft. This should be a light press fit.

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4. Once the bearing is in place, install the speedometer snap ring and blue speedometer gear. Install the shim race provided in this kit ONLY. This kit's shim race has been matched for this specific output shaft & tailhousing. The shim has a small internal chamfer which fits up against the shoulder of the shaft. Make sure this is installed properly. Install the tailhousing over the shaft and index it onto the Dana 300 case. Secure this assembly with the stock fasteners.

5. A very small amount of RTV blue silicone should be used on the tailhousing mating surface to the Dana 300 case.
6. Reinstall the front retainer assembly onto the Dana 300.
7. Install the 1310 non-C.V. yoke, rubber washer and nut. Torque to 150 ft./lbs.
8. Turn the yoke to make sure the unit is not bound up or is not binding.

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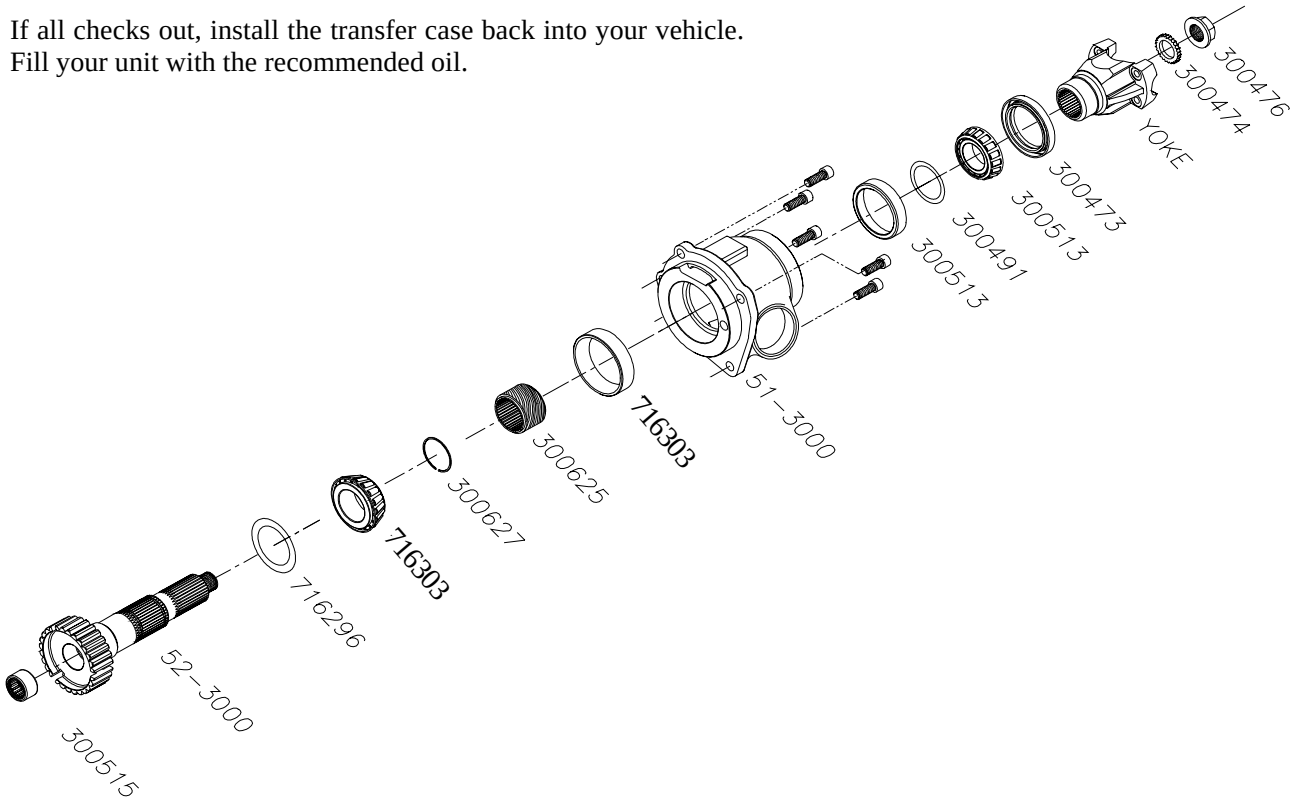
9. The stock speedometer housing and speedometer gear are reused. We have provided a new o-ring for this speedometer housing.

10. If all checks out, install the transfer case back into your vehicle.
11. Fill your unit with the recommended oil.



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Speedometer Calibration: There are two factors that affect your speedometer reading; actual tire diameter and axle gear ratio. The actual tire diameter is usually different than what is printed on the side wall of your tire. For example: A 33 x 11.5 x 15 tire (depending on the brand), may actually measure 32.5" in diameter. Tire sizes vary greatly among the suppliers. Even the same tire from the same manufacturer can vary as much as 7% in diameter.

		ADVERTISED TIRE DIAMETER								
		37"	36"	35"	33"	32"	31"	30"	29"	28"
GEAR RATIO	5.13	36T	37T							
	4.88	34T	35T	39T	41T					
	4.56	32T	33T	35T	36T	37T	37T	38T		
	4.10	29T	30T	33T	34T	35T	36T	37T	38T	39T
	3.73	26T	27T	31T	32T	32T	33T	34T	34T	35T
	3.55			30T	31T	31T	32T	33T	33T	34T
	3.07			26T	26T	27T	27T	28T	28T	29T

Listed below are a few of the part numbers for the Jeep speedometer pinion gears to calibrate your speedometer.

53001-492 (29T)
53001-488 (41T)
2538-936 (36T)
J3212-730 (30T)
J3212-731 (31T)
J3212-733 (33T)
J3212-734 (34T)
J3212-735 (35T)
J3212-221 (39T)
J3212-222 (40T)

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